

TITLE

TRACTOR WITH MONITORING SYSTEM

claim 1
The present invention relates to a tractor with a monitoring system and means for locating the tractor.

It is known to display sensed parameters on an electronic tractor monitoring system. It is also known to provide a location system, eg a GPS satellite location system, in a combine harvester and to combine information from such a system with, for example, a continuous signal representative of the rate of flow of grain entering the harvester, thereby to produce a "yield map" showing grain yield as a map over an area where the combine harvester has travelled.

claim 2
The object of the present invention is to provide a tractor with an improved monitoring system.

In accordance with the present invention a tractor is provided having the features of Claim 1 hereto, with optional features listed in Claims 2 to 7. A method in accordance with the invention is set out in Claim 8 hereto, with preferable features set out in Claims 9 and 10 hereto.

claim 3
Further features and details of the present invention will be apparent from the following specific description given by way of example only with reference to the accompanying drawings in which:

Figure 1 is a schematic side sectional view of a tractor in accordance with the invention,
and

Figure 2 is an example map produced in accordance with the invention.

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Referring firstly to Figure 1, a tractor in accordance with the invention comprises the standard elements of an engine E, gearbox G/B, PTO output shaft P, and three point linkage L.

Situated in the tractor cab is an electronic monitoring system analysis/display unit 1 into which run lines from a number of electronic sensors on the tractor.

A fuel tank 2 is housed at the rear of the tractor and a fuel line 3 passes from the tank to the engine E via a fuel flow sensor 4. An electronic output from the fuel flow sensor 4 is connected via line 5 to the display unit 1.

A further sensor 6 for detecting engine speed, is of the magnetic inductance type and is mounted adjacent a gear 7 which drives the engine oil pump. The electronic output of the sensor 6 is connected via a line 9 to the display unit 1.

A radar speed sensor 10 is mounted underneath the tractor for detecting actual speed over the ground. The sensor 10 is connected via a line 11 to the display unit 1.

A further magnetic inductance sensor 12 is associated with the crown wheel 13 on the rear axle of the tractor for detecting "theoretical" forward speed (ie forward speed with no wheel slip). The electronic output of the inductance sensor 12 is connected via a line 14 to the display unit 1.

A further magnetic inductance sensor 15 is associated with the power take off gearbox 16 and detects the PTO speed. The electronic output of the sensor 15 is connected via a line 17 to the display unit 1.

The three point linkage L has both draft force and position sensors associated with the top link joint, the sensors being commonly shown in Figure 1 by the numeral 18. The force sensor is of known type, taking the form of a joint pin incorporating strain gauges. The electronic output from the force sensor is connected via a signal line 19 to the display unit 1. The position of the linkage, that is to say its height, is measured by a rotary potentiometer

associated with the top link joint. The potentiometer is connected via a line 20 to the display unit 1.

Situated in the tractor cab is an electronic linkage control unit 21 of known type, which includes a linkage lift/lower control 22. The electronic linkage control unit is connected via a line 23 to the display unit 1.

The tractor is fitted with a GPS satellite navigation system 24 which is connected via signal line or lines 25 to the display unit 1.

Finally, a socket 26 is provided for receiving an input signal from an implement connected to the tractor, and this is connected via a line 27 to the display unit 1.

The display unit 1 includes a touch sensitive screen 28 via which a number of functions connected with monitoring/displaying tractor parameters may be selected and controlled. The unit 1 also allows the various parameters as sensed on the tractor, as well as information derived therefrom, to be displayed on the screen 28, or alternatively output on to a data carrier inserted into a slot 29, or alternatively output in printed form on a paper tape output from slot 30.

The display unit 1 is essentially also a data processing unit, as will be appreciated from what has been said above. The unit includes an integral clock, a microprocessor and electronic memory. Software to enable the functions described above to be performed, is stored and implemented by the unit 1. The unit 1 is programmed to accept the input of certain parameters either manually via the touch screen or via a data carrier, such as a magnetic disk or PCMCIA card inserted in to the slot 29. The unit 1 is also programmed to receive information from the GPS navigation system 24 and combine this with any of the parameters sensed by the various sensors around the tractor together with any relevant data input manually or via a data carrier. In this way, the unit produces maps of tractor speed information which may be combined with manually input information.

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lift/lower switch 22). Alternatively, in an operation where the linkage is not lifted and lowered at the end/start of each run (eg spreading fertiliser), a further manual input can be provided in the form of an icon on the touch screen which is touched at the end and the start of each run. Alternatively, this information could be input directly from the implement via the socket 26 and line 27. There could also be some form of connection between the unit 1 and a cab mounted implement control unit to achieve the same result.

The above described operation is a novel and relatively simple way of providing an indication of the cost of performing a process on a field, showing how that cost is distributed across the field. A more useful way of doing this is to combine all or at least most of the sensed tractor parameters described above with data input manually or via a data carrier as follows:

- 1 cost of tractor driver per hour;
- 2 depreciation of tractor per hour;
- 3 maintenance cost of tractor per hour;
- 4 a parameter representative of tractor tyre cost per hour;
- 5 a parameter representative of soil type.

The cost of a driver's wages, depreciation and maintenance need no explanation; their effect on the cost of the tractor operation is self-explanatory. Actual tractor tyre wear is influenced by a number of factors, so a basic tyre cost parameter is used representing purchase cost depreciated over an average tyre lifetime. This is then modified by the unit 1 according to the soil type parameter, since certain types of soil will wear a tyre quicker than others. Other factors used to calculate actual tyre wear, and therefore cost, are wheel slip, which is directly calculated from the actual speed sensor 10 and theoretical speed sensor 12, draft force from the draft force sensor 18 assuming a soil penetrating implement is attached, and forward speed from the sensor 10.

A possibility with this system is the generation of cumulative treatment cost maps. A previously generated cost map for a given treatment, eg ploughing a field, may be inserted into the unit 1, and then information relating to the cost of a second process added as the second process is performed. If this is done for every treatment applied to the field, a reasonably true

indication of the cost of growing that crop, as mapped across the field, may be produced. In addition, the previous year's yield in the form of a map on a data carrier may be input into the unit 1 together with a manually input figure representative of the value of the crop per tonne. In this way, a "gross margin" map can be produced which gives a direct indication of which parts of the field are more profitable than others and which may show that some parts of the field are actually making a loss.

For some field operations, the cost is going to be relatively uniform and mapping, therefore, not really worthwhile. In this case, a manually input constant value of cost/hectare may be used for one or more of the field processes, when generating a cumulative cost map as described above.

A useful variation of the above is to produce a map of "field efficiency", that is to say the percentage of time spent working the field as opposed to turning on headlands, combined with a constant value for cost/hour. Cost/hectare is then calculated "on the go" during a run, based on speed and implement width, and sampled at intervals for mapping as with the previously described mapping processes. At the end of each run, the cost of the time spent turning before starting the next run is calculated and averaged over the sampled values (or alternatively stored and then averaged over the sampled values for the next run). A refinement of this would be to have different constant cost/hour values for "in work" and "out of work".

A map of field efficiency alone can also be very useful, ie a map simply showing an efficiency value for each tractor run. Such a map may be used to design field shapes and/or the direction of ploughing etc.

It should be noted that field efficiency will vary between processes; the time spent on headlands will generally be much more significant for a fast process than a slow one.

For any map of cost related data, field efficiency is one of the major factors contributing to cost and may be used in many different ways.

Although mapping cost related parameters is very useful, this invention is not restricted to the mapping of cost related parameters. A map showing one of the tractor sensed parameters mentioned above as distributed over a field during a given treatment process can be useful in its own right. For example, the variation of PTO speed during a fertiliser spreading process can be useful to monitor since the map may show that PTO speed dropped to an unacceptable level for part of the time, in which case the spread of fertiliser may have been inadequate and may require subsequent treatment to ensure that sufficient fertiliser is applied. Such a map could be derived using data either from the PTO speed sensor or engine speed sensor, since the PTO gear ratio will be a known constant.

Another parameter which could usefully be mapped during, say, a ploughing operation, is linkage height. If the linkage control is in draft control mode, as is conventional for a ploughing operation, the linkage height will be automatically adjusted to maintain draft force constant. Consequently, a map of linkage height gives an indication of where areas of difficult soil are.

For any of the types of map described above, the presentation of the map will be most useful if a certain shading or colour is given to each area of the field map where the mapped parameter falls in a given range. An example of this is shown in Figure 2 where three ranges of mapped parameter are used, A, B and C. The actual parameter shown on this map is unimportant - it could be any of those described above or any number of other possibilities.

The software with which the unit 1 is programmed has the facility to allow selection of ranges for creating a map of the form shown in Figure 2.